

The simultaneous arrival of several foreign steamers has made an unusually large import for the week. In Dry Goods the amount is nearly \$2,000,000 thrown on the market:

	Consumption.	Packages.	Volumes.
Manufactures of Wool.	845	\$37,235	
Manufactures of Cotton.	2,541	538,816	
Manufactures of Silk.	1,467	771,227	
Manufactures of Flax.	1,373	322,563	
Miscellaneous.	2,935	87,809	
Total.	9,182	\$1,177,971	
WITHDRAWALS.			
Manufactures of Wool.	68	33,861	
Manufactures of Cotton.	268	57,495	
Manufactures of Silk.	447	131,444	
Manufactures of Flax.	5	1,594	
Miscellaneous.	2,697	57,025	
Total.	3,398	211,830	
NARROWED.			
Manufactures of Wool.	34	9,175	
Manufactures of Cotton.	191	31,743	
Manufactures of Silk.	616	131,211	
Manufactures of Flax.	15	3,966	
Miscellaneous.	5,376	57,025	
Total.	6,232	187,382	

In consequence of the open winter, the running of the boats being uninterrupted, the freight business of the New Haven Road in December, shows a decline from the same month last year. The earnings of December are as annexed:

Passengers..... \$47,677.06

Freight..... \$456,076.06

Total..... \$503,693.09

Paid Harlem Railroad for 43,914 passengers..... 51,451.11

Retarnings..... \$32,225.39

Dec. 1852.

The last advices from England quoting Iron Rails at 29 10/4 £10 per ton on board, which is a large advance on previous rates, will in its effect have an important bearing upon the construction of new lines in this country. At these rates rails will cost laid down in this country about \$70 per ton, being an advance of over \$30 within the past five months. This must to some extent check the demand for iron, as the means of many projected lines will not be sufficient to enable them to supply themselves at these high rates. Even higher prices are looked for by the trade.

At the annual meeting of the stockholders of the Little Miami Railroad Company, held at Cincinnati, a vote was passed authorizing the opening of transfer books in this City. It is understood that this will be carried into effect as soon as the necessary preparations can be made. This is well timed, and was called for, as a large portion of the stock is now held here and in Europe.

We have a note from Messrs. Tiffany, Young & Ellis, stating that their lease extends to May, 1854, and they have no intention of leaving the premises to the Central Bank before that time.

The Jersey City Water Commissioners intend to re-open proposals for the remainder of the Water Loan, three hundred thousand dollars, on the 19th inst. The first three hundred thousand dollars of the loan were negotiated at two per cent, premium for a six per cent stock.

The New-York Equitable Insurance Company has declared a semiannual dividend of ten per cent; the Mercantile Bank, 5 per cent.; the Howard Life Insurance Company, a semiannual interest of 34 per cent.; the Bank of Utica, four per cent.; the Delaware Bank, at Delhi, New York, 4 per cent.

Imports of Dry Goods for the week ending Jan. 6, 1853:

Consumption.

MANUFACTURES OF WOOL.

116 packages. Woollens \$6,645. 20 do. Cloths \$12,364. 1 do. Cassimines \$2,764. 12 do. Worsted \$2,545. 15 do. Staff Goods \$20,435. 31 do. Drapery \$1,200. 10 do. Hosiery \$1,000. 10 do. Cravats \$1,000. 10 do. Manufactures \$10,164. 10 do. Shirts \$1,000. 10 do. Coats \$1,000. 10 do. Laces \$1,000. 10 do. Blanks \$1,465. 1 do. Shirts \$1,000. 10 do. Carpets \$726. Total 180 packages, valued at \$26,265.

MANUFACTURES OF COTTON.

580 packages. Silks \$30,905. 17 do. Velvets \$10,105. 3 do. Satins \$1,000. 10 do. Lace \$1,000. 10 do. Embroidery \$2,500. 11 do. Vests \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Gloves \$1,000. 10 do. Muslins \$1,000. 10 do. Linen \$1,000. 10 do. Spool \$6,000. 10 do. Fingees \$1,000. 10 do. other manufactures of Cotton \$6,000. Total 180 packages, valued at \$63,695.

MANUFACTURES OF SILK.

580 packages. Silks \$30,905. 17 do. Velvets \$10,105. 3 do. Satins \$1,000. 10 do. Lace \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Gloves \$1,000. 10 do. Muslins \$1,000. 10 do. Linen \$1,000. 10 do. Spool \$6,000. Total 180 packages, valued at \$63,695.

MANUFACTURES OF FLAX.

17 packages. Cotton \$14,000. 10 do. Colored Cotton \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

MISCELLANEOUS.

126 pieces. Steel Goods \$1,000. 10 do. Furniture & Fixtures \$1,000. 10 do. Millinery \$2,000. 10 do. Embroidery \$2,000. 10 do. Glass \$1,000. 10 do. Drapery \$1,000. 10 do. Linen \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$10,000.

MISCELLANEOUS.

112 packages. Cotton \$14,000. 10 do. Colored Cotton \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

MISCELLANEOUS.

8 packages. Steel Goods \$1,000. 10 do. Furniture & Fixtures \$1,000. 10 do. Millinery \$2,000. 10 do. Embroidery \$2,000. 10 do. Glass \$1,000. 10 do. Drapery \$1,000. 10 do. Linen \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

HARBOURS.

MANUFACTURES OF WOOL.

12 packages. Cotton \$12,000. 10 do. Woollens \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

MANUFACTURES OF COTTON.

160 packages. Cotton \$14,000. 10 do. Colored Cotton \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

MANUFACTURES OF SILK.

10 packages. Cotton \$14,000. 10 do. Satins \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

MANUFACTURES OF FLAX.

17 packages. Cotton \$14,000. 10 do. Linen \$1,000. 10 do. Drapery \$1,000. 10 do. Handkerchiefs \$1,000. 10 do. Thread \$1,000. 10 do. Total 180 packages, valued at \$17,000.

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REPRESENTATIVES from the various Coal Companies of the Cumberland district, had a consultation with the Directors of the Baltimore and Ohio Railroad Company, relative to the transportation of coal. The President of the Railroad Company, Thomas Swan, Esq. stated that the Company has resolved to expend \$2,500,000 for the purpose of laying a second track specially to the Coal districts to enable it to supply the accommodation wanted, and to increase their cars and engines in proportion to the requirements of the Coal Companies. The various Coal Companies represented put in the following applications for money of transportation:

Coal Companies.

Cashier, Coal Co., \$2,100,000.

New Creek Co., \$2,000,000.

Ligonier Co., \$2,000,000.

Baldwin Co., \$2,000,000.

Thomas Kiam, \$2,000,000.

Withers Coal Co., \$2,000,000.

Father Ven Co., \$2,000,000.

Foxburg Coal Co., \$2,000,000.

Alleghany Mining Co., \$1,000,000.

Cheapeake Coal Co., \$2,000,000.

Cumberland Coal and Iron Co., \$2,000,000.

Totals, \$12,000,000.

The Cumberland Company at present transport 1,000 tons per day, and they now want means of transportation for double that quantity. The Baltimore Railroad Company requires security for the daily use of such cars as it may provide and allot to each of the several Companies. This of course is left to separate negotiations by each Coal Company. The accommodation required does not apply to the Baltimore Railroad Company's present facilities, but to those they can easily provide.

We have the annexed items of railroad intelligence from a correspondent at Springfield, Mass.

The railroad from Boston to Amherst is finished, and will soon be extended to connect with the Vermont and Massachusetts Roads opposite Springfield.

The railroad from New Haven to Northampton will be finished by July, and then connected with the Vermont and Massachusetts Roads, which will make a second line from New-Haven up to the north.

The charter to connect Springfield with the Canal Read by a branch of four miles is no longer opposed and the road will be made at once. This will make still another line from New-York to Boston. When the lines now in process are completed the railroads between New-York and Boston will be much cheaper by competition, possibly as cheap as on the Hudson River Railroad, all which will benefit the public.

The Atlantic and Pacific Railroad Company

has applied to our Legislature, to be incorporated with a capital of \$100,000,000, having for its object the construction of a railway between the Mississippi and San Francisco, or any other place on the Pacific. Before the 1st of April, 1854, the Company are to survey 800 miles of the eastern line of the road. Its Directors are Levi S. Chatfield, the present Attorney-General; Capt. Commissioner Follett, Mr. McAlpine, the State Sur-

voyer and Engineer, Peter Cooper, of N. Y.; Elton Farrowsmith, of Mich.; Lieut. Gov. Church; Simon Draper, of N. Y.; Harvey Baldwin, of Syracuse.

They intend, we learn, to apply to Congress for an issue of Thirty Millions of Government Stock, in aid of the enterprise. Mr. Erastus Corning is a warm friend of the enterprise.

The Stock market at Boston is more active, and the tendency is upward.

The Governor of Pennsylvania in his Message says, that the mission of Colonel McCabes to Europe, relative to the conversion of the Five Per Cent Loan into new Bonds bearing 4 1/2 per cent interest, has thus far been without definite result. It is the opinion of Colonel McCabes that he could have effected a conversion of a large portion of the loan at 4 1/2 per cent.

The Governor recommends the passage of a law authorizing the officers of the Government to cancel the old Five Per Cent Bonds, and substitute therefor new bonds free of taxation, with coupons attached, bearing a less rate of interest, or bonds bearing 5 1/2 per cent, on which not less than 5 1/2 per cent of a cash premium shall be paid.

In relation to the bill filed in the Supreme Court to restrain the Franklin Canal Company from using its twenty-five mile section of our continuous line of railroad communication with the West, the Governor deems it improper to express an opinion while the matter is before the courts. He says:

I may, however, it seems to me, with propriety suggest, that should the decision of the Court not confirm the entire rights claimed by the Franklin Canal Company, the Legislature should take such action as will bring this valuable privilege completely within the control of the State, and as far as may be, without loss to the public, in an ill-contrived or contested way, render the other railroads in between the East and the great West, subservient to the interests of the people of Pennsylvania.

The Directors of the Rutland and Burlington, Cheshire and Fitchburg line of Railroads have decided to raise their freight tariffs. It is stated, also, on good authority, that the Directors of the Western Railroad have agreed to do likewise. Rumor also asserts that the two Committees of Directors on the part of the Vermont Central and Ogdensburg Railroads, have decided to advise the raising of the freight tariffs on these two roads, to conform with the change just made by the other corporations.

The contract for building the New-Orleans and Jackson Railroad, from Pass Manchac to the Southern boundary of Mississippi, a distance of fifty-one miles, has been given to Mearns, Thomas C. Bates & Co., of this city. They have also a contract for laying the rails of the road from New-Orleans to Pass Manchac, thirty-six miles. The whole eighty-seven miles, it is expected, will be completed by the 1st of October next.

A correspondent of The Boston Journal furnishes the following sketch of the proceedings of the stockholders of the Vermont Central Railroad:

Resolved, to declare that to be sold a stock of 34,000 shares of \$100 each, to be issued by the Trustees in behalf of the stockholders to secure the payment of the dividends due to the stockholders, and to substitute new bonds of 4 1/2 per cent interest, for the old bonds.

Resolved, to declare that to be sold a stock of 34,000 shares of \$100 each, to be issued by the Trustees in behalf of the stockholders to secure the payment of the dividends due to the stockholders, and to substitute new bonds of 4 1/2 per cent interest, for the old bonds.

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